

WINE AND
SPIRIT
MERCHANT.
CHAZALON & Co.
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1846

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,548

號六月九年六零百九千一英

HONGKONG, THURSDAY, SEPTEMBER 6, 1906.

日八十月七年午丙

PRICE, \$8.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. ptes. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAGEWEN, FRICKEL & CO.,
1215 S. DUDDELL STREET.

Intimations.

WHO'S WHO
IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE

FROM THE
PROMINENT MEN OF

THE FAR EAST

Price \$10.

FORWARDED TO ANY ADDRESS

Obtainable from the Publishers
6, QUEEN'S ROAD CENTRAL.

Hongkong.

Hongkong, July 10, 1906.

WANTED.

UNIVERSITY (Cambridge) and Public
School Man (23) desires ASSISTANT
MANAGER or TUTORSHIP in Hongkong.
Experience, Highest references.
Apply
Care of 'China Mail' Office.
Hongkong, September 5, 1906. 1748

WANTED.

ENGLISH NURSE requires situation
out of Hongkong to children out of
arms. Shanghai preferred. First-class
character.
Apply
Care of 'China Mail' Office.
Hongkong, September 4, 1906. 1744

WANTED.

A FIRST-CLASS BILLIARD TABLE.
Apply to
Care of 'China Mail' Office.
Hongkong, September 3, 1906. 1738

WANTED.

A GOOD STENOGRAPHER and
TYPIST. Young man preferred.
Permanent position to suitable person.
Write giving references, qualifications and
salary expected to
REV. R. E. CHAMBERS,
BAPTIST MISSION, CANTON.
Hongkong, September 3, 1906. 1739

*WANTED A FLAT.

WANTED on Oct. 1, FOUR-ROOMED
FLAT.
Apply stating terms, etc., to
'P. L. F.'
Care of 'China Mail' Office.
Hongkong, August 27, 1906. 1693

U.S. ENGINEER OFFICE. Fort
23, 1906. Sealed proposals for about 30,000
BARRELS PORTLAND CEMENT, more
or less, will be received at this Office until
10 o'clock a.m., September 12, 1906, and
then publicly opened. Information fur-
nished on application.
Hongkong, August 27, 1906. 1692

NIGHT SCHOOL.

THE ASSOCIATION NIGHT SCHOOL
will OPEN MONDAY EVENING,
17th September.
To all young men who desire to make
good use of their evenings, the following
Courses of Study, which will be given, will
bear careful consideration.

SPECIAL COURSE IN ENGLISH
(8 hours).
DOCUMENTARY TRANSLATION,
BOOK-KEEPING (Elementary and Ad-
vanced).
**ARCHITECTURAL DRAWING & BUILD-
ING CONSTRUCTION.**
TYPEWRITING (Shorthand System).
SCOTLAND (Grammar).
COMMERCIAL ARITHMETIC.
ELEMENTARY CORRESPONDENCE.
For Fees and Regulations, etc., call or
write the
**CHINESE YOUNG MEN'S CHRISTIAN
ASSOCIATION.**
54, Queen's Road Central, 1st Floor.
Telephone No. 460.
Hongkong, September 3, 1906. 1738

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.

W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain R. D. Jones.
s.s. POWAN, 2,333 tons, Captain W. A. Valentine.
s.s. PATSHAN, 2,290 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,925 tons, Captain J. J. Lonsdale.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday excepted).
The large steamers, carrying His Majesty's Mail, are the largest and fastest on the
route. The service is down to their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

s.s. HONGSHAN, 1,998 tons, Captain J. F. Morrison, R.N.E.
Departures from Hongkong to Macao on week days at 9 p.m., except when otherwise
notified by Express. Sunday Special Excursions, leaving Hongkong at 9.30 a.m.,
and a Second Departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a special
departure about 7 p.m. On Sundays about 9 p.m. (See Special Express).

Canton-Macao Line.

s.s. LONGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAILAM, 568 tons, Captain J. Wilcox.
s.s. NANING, 569 tons, Captain C. Buehert.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1065

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.
NEW PANORAMIC VIEWS OF HONGKONG.
Taken in August.
Hongkong, September 5, 1906. 1178

N. LAZARUS

OPTICIAN.

No. 5, FEDDER

STREET

(Under Hongkong

Hotel).

8IGHT TESTED
FREE

LENSES GRIND.

REPAIRS

A SPECIALITY.

Tailors.

R. HOUGHTON,

NAVAL, MILITARY AND CIVIL

TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, June 8, 1906. 1190

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAY.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, August 27, 1906. 1061

RAILROAD HELP WANTED

BY
THE KWANG TUNG MERCHANTS
ADMINISTRATION OF THE YUET
HAN RAILWAY COMPANY,
LIMITED.

IN THE KWANG TUNG SECTION, CHINESE
CIVIL ENGINEERS or ENGINEER-
ING STUDENTS having experience in
railroad preliminary, location and construction.
Must be capable of handling any
kind of railroad instruments on field work.
Address applications, giving training
references, experience and samples of work,
to H. E. CHANG, President of the
Kwang Tung Merchants Administration of the
Yuet Han Railway Company, Limited,
CANTON.
Hongkong, August 16, 1906. 1650

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO
THE MANAGER. 804

OHEE WING & CO.

25 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL.

IRON WARE, &c.

STEEL GIRDERS and TEES.

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHOPS, ENGINEERS and HOUSE BUILDERS.

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

1233

REFORM IN CHINA,

BEING a letter addressed to Rear-

Admiral Lord CHARLES BERESFORD,

O.B. M.P. And an article in reply to

CHINA: THE SLEEP AND

AWAKENING.

To be had in pamphlet form at the

'CHINA MAIL' Office, 5, Wyndham Street.

Price One Dollar.

Business Notices.

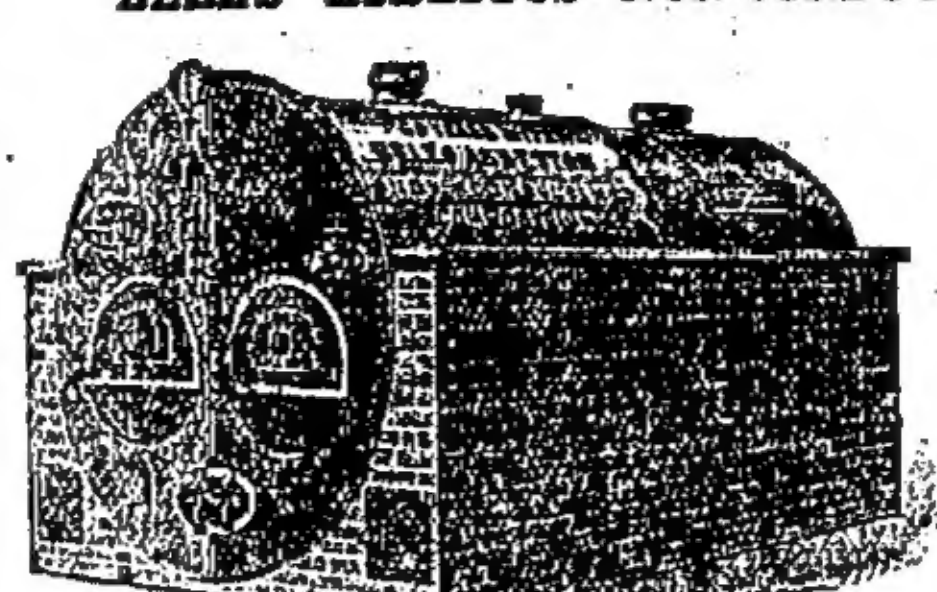
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

SOLE AGENTS

FOR

MACKIE'S

WHITE HORSE

WHISKY.

Price: \$14 PER DOZEN.

LANE, CRAWFORD & Co.

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Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2559

FAIRALL & CO.

ARE SHOWING

NEW VOILES, MUSLINS, etc.

THIN SUMMER TWEEDS

and FLANNELS.

DRESSMAKERS, MILLINERS, GENERAL DRAPERS.

LADIES' AND CHILDREN'S SHOES.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

All kinds of FURNITURE, CARVED (ANTON) BLACKWOOD, CROCKERY and GLASS
WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES. 173

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPE AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADAMANT CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER

Products especially recommended for the Hygiene of the
Skin and Beauty of the Complexion.

SAVON A LA CREME SIMON

This soap is quite genuine and prepared
with the most scrupulous care and with
the finest materials. It is especially
recommended for the Hygiene of the
Skin and Beauty of the Complexion.

TRY ALSO CREME SIMON AND FOWER SIMON

To be had at all Dispensaries

Hongkong, July 19, 1906.

KELLY & WALSH, LTD.

Illustrated Catalogue of Mechanics
Containing Receipts, Processes and
Memoranda for Workshop Use, by
P. N. Hawley, 1:30 illus., 100
Metallography and Analysis, and
Fracture of Metals, by W. F.
Taylor, 1:30 illus., 100
The Home Mechanic: How to Put
Things Right Yourself, by J.
Wright, 1:30 illus., 100
Steam Turbines, Their Development,
by R. G. Lenoir, 1:30 illus., 100
Machine Tools and Workshop Prac-
tice for Students and Apprentices,
by A. T. F. 1:30 illus., 100
Building Construction, by H.
Adams, 2:30 illus., 100
Advanced Building Construction for
Students, by A. T. F. 1:30 illus., 100
Frigidation, Compressors, Gases and
Refrigeration, by T. Dutton, M.D., 1:30
An Essay on the Principles of Popula-
tion, by Rev. T. R. Malthus, 1:30
Investment and Finance, by H.
C. 1:30 illus., 100

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN OILY.

ALL KINDS OF WORK DONE FOR AMATEURS

At QUEEN'S ROAD CENTRAL.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 24, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDING, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Soerabaya, Manila, Amoy,
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Yokosuka, Nagoya, Osaka, Kobe, Maderun, Kure, Shimono, Moji, Waka-
matsu, Kanagawa, Koshino, Saebou, Matsuyama, Miike, Hakodate,
Yokohama, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Japanese Moke, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kansai, Fushimi, Mameda, Manamori,
Ogura, Otsu, Saikawa, Tsubakura, Yoshimoto, Yoshino, Yonokura, and other
Coals.

S. MINAMI, Manager, Hongkong.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.Safest and most
Effective Remedy
Regular Use.DINNEFORD'S
MAGNESIATHERE IS NO DOUBT
THATwhere Eno's "Fruit Salt" has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S "FRUIT SALT"

upon any disordered, slothful, or feverish condition is simply
marvellous and unsurpassed. In fact itIS
NATURE'S OWN REMEDYCAUTION.—Examine the Capsule and see that it is marked ENO'S "FRUIT SALT";
otherwise you have the incorrect form of "Fruit-Salt".

Prepared only by J. C. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, E.C.

Sold by Chemists and Stores everywhere.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MANKU-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI"

Which applies to all Branch Offices.

A. I. A. R. C. 5th Edition, Western Union

Codes used.

All Letters Addressed to—

MANAGER, MITSU BISHI CO.,

with name of place used.

BRANCH OFFICES:—

NAGASAKI, MOJI, KURE, KAMATSU,

SUNAMOTO, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ANA, Esq.

OHKAWA: M. ANA, Esq.

MANTAI: Messrs. Macdonald & Co.

SOLE PROPRIETORS of Takasima,

Ochi, Shimizu, Naniwa, and Kani-

Yamada Collieries and also Hogo Colliery,

which will shortly be ready to produce a

large and the best quality coal.

The Head and Branch Offices and the

Agency of the Company will receive any

order for Coal produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, PRINCE STREET.

Hongkong, April 25, 1906.

HONGKONG JOCKEY CLUB

MEMBERS wishing to subscribe for

"SUBSCRIPTION" Grills for our

next RACE MEETING are requested to notify

the Undersigned before SATURDAY, the

9th September next.

By Order

F. V. HUGHES,

Clerk of the Course.

Hongkong, August 29, 1906.

CARMICHAEL AND

CLARK,

CONSULTING ENGINEERS AND

SHIPBUILDERS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL" HONGKONG.

A. R. G. Code, 4th Edition.

Under Standard Code.

TELEPHONE, 232.

W. G. HUMPHREYS & CO.,

BANK BUILDINGS.

Hongkong, May 18, 1906.

PEACHING THE GOSPEL,

IN

JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the "CHINA MAIL" Office,

5, Wyndham Street.

Price... .. \$1.00.

"SIR ROBERT HART'S

MEMORANDUM"

A Series of Articles on Sir ROBERT

HART'S MEMORANDUM for the Improve-

ment of China.

Reprinted from the China Mail. To be

had in pamphlet form at this Office, 5,

Wyndham Street.

Price 50 Cents.

HOMOGENEOUS

NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF

PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

A DAILY NEWSPAPER, with a weekly Mail

Edition (30 pp.).

Subscription, DAILY (postage extra).

Weekly, including postage, \$2 p.a.

Weekly, including postage, \$2 p.a.

Advertisements Rates: Per inch (8 lines),

First 10 insertions: 10 cents; 11 to 20,

20 cents; 21 to 30, 30 cents; 31 to 40,

40 cents; 41 to 50, 50 cents; 51 to 60,

60 cents; 61 to 70, 70 cents; 71 to 80,

80 cents; 81 to 90, 90 cents; 91 to 100,

100 cents.

A UNIQUE FEATURE of the "Bangkok

Times" is its Siamese version. Thus the

Siamese is enabled to talk as it were with

the Siamese in their own tongue without

knowing one word of it, the "Bangkok

Times" being the translation required.

Literary communications should be ad-

dressed to the EDITOR. Business com-

munications to the MANAGER. Cheques

and Post Office Orders in favour of MAN-

AGER, "Bangkok Times."

Orders booked by MANAGER, China

Mail.

SOLE AGENCY

EAST ASIATIC TRADING Co.,

HONGKONG.

Hongkong, July 14, 1906.

Intimations.

HARBOUR MASTER'S DEPART-
MENT.

NO.—Information has been received

from the MILITARY AUTHORITIES

that GUN PRACTICE will be carried

out as under:—

On MONDAY, 3rd September.—

From West of Stenocotters Island, in a

South-Westerly direction, at ranges

up to 6,000 yards commencing at

10 A.M. and finishing at 12 Noon.

On WEDNESDAY, 5th September.—

From Elliott, in a North-Westerly direction,

at ranges up to 8,000 yards,

commencing at 9.30 A.M., and finish-

ing at 11 A.M.

On the 14th, 16th, 17th, 20th and 21st

September, from West Stenocotters

Island, in a South-Westerly direction,

at ranges up to 6,000 yards,

commencing at 9.30 A.M., and finish-

ing at 12 Noon.

If the weather is unfavourable on any of

the above dates, Practice will take place on

the following day.

All ships, boats and other vessels are to

keep clear of the ranges.

L. BARNES-LAWRENCE,

Captain, R.N.,

Harbour Master, etc.

Hongkong, September 1, 1906.

THE PUBLIC HEALTH AND

BUILDINGS ORDINANCE

COMMISSION.

TAKE NOTICE that a Commission has

been appointed to enquire into and

report on the following matters viz.—

1. Whether the administration of the

Sanitary and Building Regulations

enacted by the Public Health and

Buildings Ordinance, 1903, as now

carried out is satisfactory, and if not,

what amendments can be made.

2. Whether any irregularity or corrup-

tion exists or has existed among the

officials charged with the adminis-

tration of the aforesaid Regulation.

The Commission earnestly invite the

inhabitants of Hongkong and Kowloon to

co-operate with them by forwarding any

complaint they may have to make or sug-

gestion to offer in connection with the

matters aforesaid to the Undersigned.

Any person examined as a witness in the

enquiry aforesaid who in the opinion of the

Commissioner has taken a full and true dis-

closure of his mind in relation to the mat-

ter in hand will be furnished with a cer-

tificate from the Commission which will

protect the witness against any civil or

criminal proceedings which may be insti-

tuted against such witness in respect of

any matter touching which he has been

examined.

By Order

W. BOWEN-BOWLANDS,

Secretary.

Hongkong, July 7, 1906.

FOR CANTON.

THE new and fast Twin-Screw Steamer

SAN CHEUNG,

951 Tons, Captain J. McGhee, will leave

for Canton at 8 P.M. on SATURDAY,

TUESDAY, 3rd SEPTEMBER, and return

to Hongkong on THURSDAY, 5th SEPTEMBER,

leaving Canton at 5 P.M. Excellent accommo-

dation, Electric Light, and perfect cuisine. Wharf

at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-

class, \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

OHEUNG ON STEAMBOAT CO., LTD.,

No. 138, Connaught Road Central.

700

HONGKONG-MACAO LINE.

S. S. "WING CHAI,"

CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong

on WEEK DAYS at 7.30 A.M., and

on SUNDAY MORNINGS at 8.30 A.M.,

and return from Macao on Week Days

at 2.30 P.M., and on Sundays at 6.00 P.M.

Tide permitting.

Passenger Week Day 1st Class, including

cabin and servant, Single \$3, Return

Ticket \$5. 2nd class \$1, 3rd class 50 Cents.

On and after SUNDAY, the 24th Inst.,

(inclusive) the SUNDAY FARES will be—

1st Class Return \$1.00, with Cabin \$2.00,

2nd Class Return \$2.00, with Cabin \$3.00,

3rd Class Single, 40 Cents, Return 50 Cts.

Storage 20 Cents each trip.

Any Meals can be supplied on Board at

a charge of \$1.00 per Meal.

First-class Passengers who do not care

to return on the Excursion Sunday, will be

allowed to do so the following day (Mon-

day) on production of the Return Half

Ticket. Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

notice will be given by the Captain, and the

Half Ticket will be available for the follow-

ing day. The Ship is lit throughout by

Electricity.

The Steamer's Wharf at Hongkong is at

the Western end of Wing Lok Street.

SAM WANG COY.,

81, Queen's Road Central.

Hongkong, August 13, 1906.

THE

Bangkok Times.

THE LEADING NEWSPAPER

IN SIAM

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A DAILY NEWSPAPER, with a weekly Mail

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60 cents; 61 to 70, 70 cents; 71 to 80,

80 cents; 81 to 90, 90 cents; 91 to 100,

100 cents.

A UNIQUE FEATURE of the "Bangkok

Times" is its Siamese version. Thus the

Siamese is enabled to talk as it were with

DUST PREVENTION.

Experiments at Dunstable.

The successful experiment of tarring the roads at Dunstable, to prevent the dust nuisance, has attracted the attention of sanitary authorities throughout the length and breadth of Great Britain. The Luton Corporation are following Dunstable's example with extensive tar-painting work in that borough. The following article on the Dunstable roads appears in the current issue of the *Automobile Club Journal*—

Motorists on the Holyhead road will have noticed with great satisfaction the manner in which the main road through Dunstable has been treated with tar. In answer to inquiries from the hon. secretary of the Roads Improvement Association as to the methods adopted in tarring this road, the Dunstable borough engineer writes—

(1) There is no street watering done for at least ten to fourteen days, until the roads are thoroughly dry.

(2) The horse broom is sent over the road before tar painting is commenced, and the road is afterwards swept by hand with soft horse brooms, about 150 to 200 yards, half the width, to take off the fine dust.

(3) The tar is heated to about 75 to 95 deg. Fahr., and then applied by specially-made tar brushes. When this work has been completed it is covered with light brown sharp sand or slag dust, and the traffic at once turned upon it. This work is done in a good way. The other half of the road is then treated in a similar manner.

(4) Should there be rain, say, for a half a day, the work should be left for at least a week of dry weather, so that the foundation may become dry again. I find from experience that if the foundations are in the least damp, although the surface is dry when the work is done, the first wet day will show the surface of the road in a muddy state. It will, however, regain its smooth face in dry weather; but if rain falls on the tar before it has become dry, the muddy state will not appear in wet weather.

I find that the less water used upon the treated portion the better the work stands. Therefore I do not street watering, so that in the winter there will be no mud, thus saving a great amount of watering, and in preventing any dust the roads are as smooth as new. The tar is applied at 4 a.m., with the horse broom, and the dust picked up before 8 a.m. I also prevail upon the tradesmen to put their shop sweepings into their bins.

The whole of the tared portion will receive another coat of tar in the autumn. The tar used is ordinary gas tar, but of a good quality. In my opinion roads ought to be faced up with good gravel before tar painting is commenced. They will then last longer, as the traffic appears to glide or slip over it instead of causing the grinding action as in the ordinary macadam road. The tar painting dries the wet, thereby keeping the road dry (which is the secret in keeping the road in good condition). I do not think it needs any prophecy, as the motor traffic has come to stay, to say that before long the whole of the main roads will be treated with tar paint, as the several municipal, urban and rural authorities will see that it is to their advantage to do this work, and so have no dusty roads in the summer and no muddy roads in the winter, while the cost of repairing the roads will be less than at present in consequence of less material being required.

The tar costs 14d. per gallon, and 4,000 gallons will do 6 acres. The total cost, including tar, sand, and labour and team labour, firing and supervision, works out at nine-sixteenths of a penny per square yard. The sand costs 3s. 10d. per ton, the slag dust 6d. per ton. The latter covers nearly twice as much surface as sand, being less in weight, and it also puts a very good and strong face to the work.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 10th September, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, Kowloon—

84 DECAUVILLE TRUCKS
100 AXLE BOXES for sale.
18 AXLES
9 WHEELS
9 OIL CANS

IN ONE LOT.
Note.—The Trucks can be converted into Tipping Wagons and are suitable for filling in purposes.

Inspection orders can be had from the Auctioneer.

Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, September 3, 1906. 1740

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

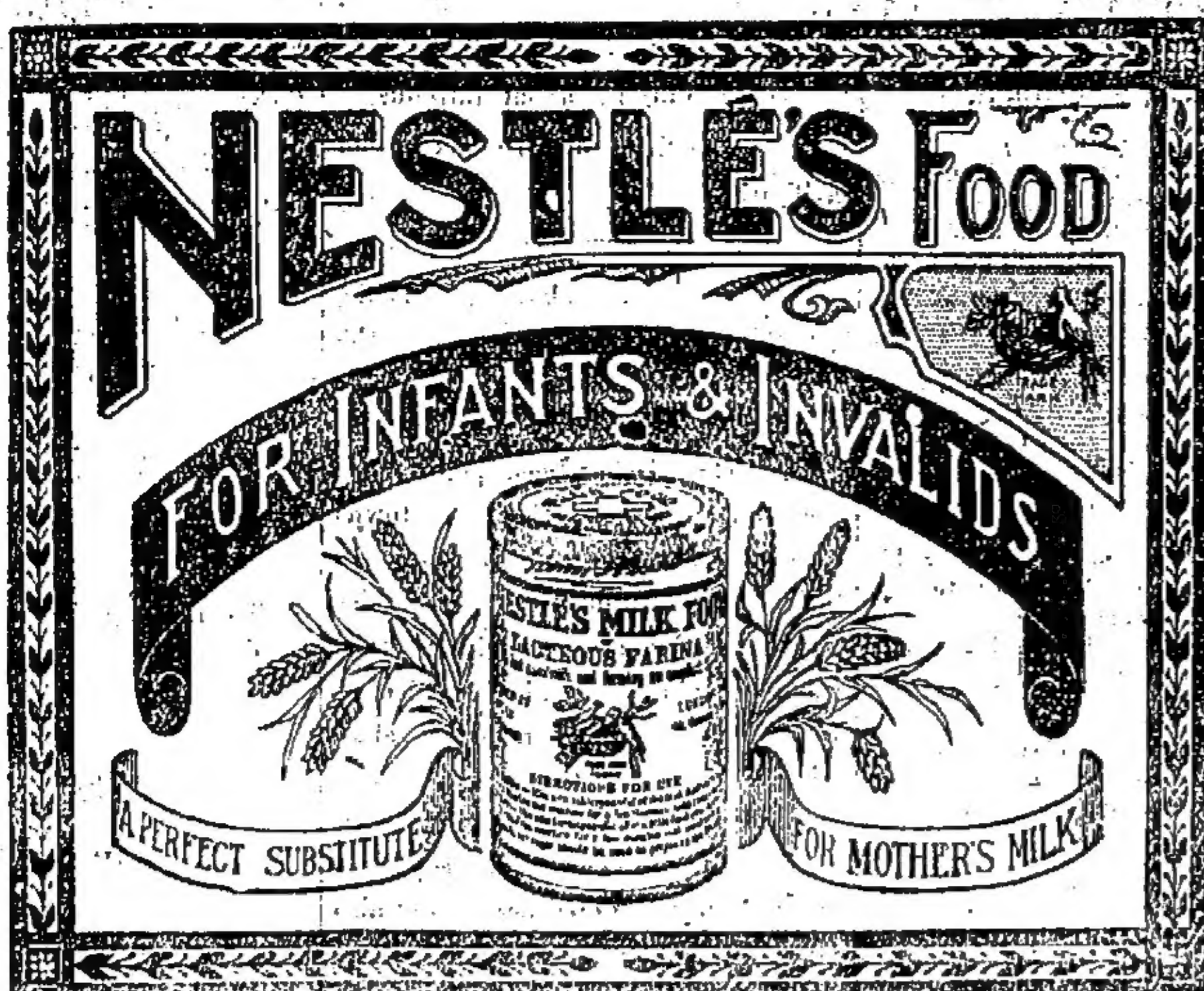
TUESDAY and WEDNESDAY,
the 12th and 13th September, 1906,
at 10 A.M., each day, at H.M. NAVAL
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SUNDRY NAVAL, VICTUALLING,
OBsolete, and CONDEMNED
STORES.

Boats' Engines and Boilers, LATHES,
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TOOLS, BLANKETS, WARE, CLOTHING
and MATERIALS, CARPENTERS',
KNEE BOARDS, STAIRS, PROVISED, including
MARINE LANTERNS and COFFERS, OFFICERS'
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HUGHES & HUGHES,
Government Auctioneers.

Hongkong, September 3, 1906. 1737

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KYOTO, JAPAN.

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USE ONLY & USE ALWAYS

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A LUXURIOUS PERFUME Far Superior to the German Kinds.
IN HEALTH.
A NECESSARY RESTORATIVE IN SICKNESS.
EAU DE COLOGNE

NOTICES TO CONSIGNEES.

MODUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BRAHMA.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 11th September, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, September 5, 1906. 1747

NOTICE TO CONSIGNEES.

STEAMER SALAZAR.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Medea and Charente; from HAVRE ex s.s. Medea, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 10th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 10th September, at 3 p.m.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, September 3, 1906. 1732

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER MANILA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From LONDON, &c. ex s.s. India and Egypt.

From PERSIAN GULF, ex s.s. D.I.S.N. and B. & P.S.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 3, 1906. 1738

NOTICE TO CONSIGNEES.

MODUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP CHAZER.

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

CONSIGNEES of Cargo will please take notice that before delivery can be obtained, they must sign an Average Book, which is lying at the Office of the Undersigned, and pay a deposit of 10% on the value of their Cargo in contribution to General Average.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, September 3, 1906. 1735

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVAHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From LONDON, &c. ex s.s. India and Egypt.

From PERSIAN GULF, ex s.s. D.I.S.N. and B. & P.S.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 5, 1906. 1746

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity*	despatch-boat	1790	12	3000	Comdr. E. L. T. Latham	Hongkong
Antares	cruiser, 2nd class	4350	10	3000	Captain S. J. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtze
Argos	river gunboat	710	2	900	Lieut.-Comdr. Bamber	On way home
Belmont	river gunboat	1070	6	1400	Comdr. Luard	Yangtze
Cadmus	ship	300	—	300	—	Hongkong
Chorab	water tank and tug	1070	6	1400	—	Hongkong
Olio	cruiser, 1st class	11,990	16	6,500	Comdr. B. D. Wilkin, D.S.O.	Hongkong
Diadem	torpedo boat destroyer	390	6	670	Capt. H. W. Savory, R.M.	Hongkong
Fame	cruiser, 2nd class	4350	10	3000	Lieut.-Comdr. Hughes	Hongkong
Flora	torpedo boat destroyer	275	6	400	Capt. Grant Dalton	Japan
Hardy	torpedo boat destroyer	275	6	400	Lieut.-Comdr. Cox	Japan
Janus	torpedo boat destroyer	280	6	380	Lieut.-Comdr. W. H. Darwall	Japan
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Japan
King Alfred	cruiser, 1st class	14,000	14	20,000	Capt. Cassel F. Thurbury, R.N.	Japan
Kinshasa	river gunboat	615	4	1200	Lieut.-Comdr. E. V. R. Dugmore	Yangtze
Monmouth	cruiser, 1st class	8900	—	—	Capt. A. J. Tuke	Japan
Moore	river gunboat	180	2	800	Lieut.-Comdr. R. E. Vaughan	West River
Moore	torpedo boat destroyer	350	6	630	Lieut.-Comdr. J. Kiddle	Japan
Rambling	surveying vessel	85	4	650	Comdr. C. E. Moore	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Comdr. O. G. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Comdr. H. T. Altay	West River
Snipe	river gunboat	85	2	240	Lieut.-Comdr. Lyne	Yangtze
Taken	torpedo boat destroyer	250	6	650	Reserve	Hongkong
Tamar	receiving ship	4600	6	—	Commodore Williams	Yangtze
Teal	river gunboat	180	2	800	Lieut.-Comdr. E. Secrest	Yangtze
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Hongkong
Virago	torpedo boat destroyer	305	6	630	Lieut.-Comdr. Stevenson	Japan
Waterwitch	surveying ship	620	—	—	Comdr. R. W. Glennie	Japan
Whiting	river gunboat	185	2	800	Lieut.-Comdr. C. E. L. Thomas	Japan
Woodcock	river gunboat	150	2	600	Lieut.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Comdr. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Comdr. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Ashby Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Captains.	
Kaiser Franz Josef Panther	Austro-Hungarian cruiser Austro-Hungarian cruiser	4309 1350	19 12	9000 6000	Capt. Ferdinand Buhley Captain E. Koerber	Shanghai Yokohama
Achilles	French armoured gunboat	1798	10	1700	Lieut. Ferret	Haiphong
Albatros	French receiving ship	—	—	—	Lieut. Moric	Haiphong
Argus	torpedo-boat	123	—	—	Commander Kerihual	Cape St. James
Argus	French gunboat	—	—	500	Lieut. Jeanne	Hongkong
Carondelet	French gunboat	645	10	1000	Lieut. Huc	Shanghai
Decadée	French gunboat	2645	14	5500	Comdr. Ames	Kinkiang
Decadée	French cruiser	10,014	38	20,000	Lieut. Coquilin	Hongkong
Dupetit-Thouars	French armoured cruiser	—	—	—	Lieut. Garreau	Saloon
Duport	French sub-marine	303	7	6300	Lieut. Saint-Saens	Yokohama
Duport	French destroyer	350	7	303	Captain Ridoux	Yokohama
Éclair	French destroyer	376	38	20,200	—	Yokohama
Éclair	French cruiser	9700	—	—	Lieut. Porter	Yokohama
Guichenot	French gunboat	200	6	303	Lieut. Courlier	Haiphong
Guichenot	French gunboat	307	7	300	Comdr. Sagot-Duvacroux	Foochow
Javelin	French destroyer	1250	6	2200	Commander Simon	Saloon
Kermat	French cruiser	—	—	—	Lieut. Ambruster	Saloon
Kermat	French sub-marine	9700	12	18,600	Capt. Huet	Yokohama
Lyon	French cruiser	307	6	300	Lieut. de Chémia	Saloon
Mosquet	French gunboat	—	—	—	Capt. Grallier	Chungking
Orly	French gunboat	—	—	—	Lieut. Lavissière	Tongkin
Peiho	French torpedo-boat	350	7	300	Lieut. de Reinach Werth	Bale d'Along
Platée	French sub-marine	—	—	—	Lieut. Glorieux	Saloon
Portes	French torpedo-boat	—	—	—	Lt. Vincent de Brichignas	Foochow
Requin	French battleship	8437	8	8071	Reserve	Saloon
Redoutable	French destroyer	—	—	—	Lieut. Labail	Foochow
Sabre	French gunboat	1798	10	1700	Capt. Dupres	Saloon
Stryx	French gunboat	—	—	—	—	Yangtze
Taklong	French destroyer	250	6	—	Capt. Torquem	Saloon
Taklong	French battleship (reserve)	6150	23	4560	—	Hongay
Vauban	French gunboat	123	7	500	Lieut. Bruguon	Hongkong
Vigilante	—	—	—	—	—	—
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Wilken	Japan
Haase	German cruiser	2530	34	10,000	Capt. Manoli	Singapore
Ilus	German gunboat	1090	10	1300	Comdr. Baron von M. Hülseboom	Hongkong
Jaguar	German gunboat	900	10	1300	Comdr. Kloebs	Hongkong
Luchs	German gunboat	850	10	1344	Comdr. Hartzog	Hongkong
Möwe	German gunboat	1009	8	875	Comdr. Lubbers	Tientsin
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Müller	Tientsin
Tate	German torpedo-boat	900	10	1300	Capt. Lieut. Walter	Tientsin
Tiger	German gunboat	170	6	1200	Comdr. Abeken	Hankow
Teutonia	German gunboat	—	—	—	Capt. Lieut. Giesler	Yangtze
Vaterland	German gunboat	—	—	—	Capt. Lieut. von Bulow	Yangtze River
Vorwärts	German gunboat	—	—	—	Capt. Lieut. Forbath	Yangtze River
Calabria	Italian cruiser	3300	—	—	Capt. Marenco	Saloon
Italia	Italian cruiser	2300	10	7471	Captain Borea Ricci	—
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Fessetto	Shanghai
Adamastor	Portuguese cruiser	1960	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Alban	U. S. cruiser	3769	28	7500	Capt. Dyes	Cavite
Albatross	U. S. gunboat	1000	13	1327	Capt. Roberts	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
Baltimore	U. S. torpedo-boat	4800	—	—	Capt. Sargant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Cassio	U. S. gunboat	808	10	800	Lieut. Dismaker	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Wooten
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garrall	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	860	10	6000	Lt. Comdr. F. H. Hood	Shanghai
Holmes	U. S. gunboat	1332	8	1683	Comdr. P. E. Smyser	Manila
Monowick	U. S. monitor	3920	6	3000	Captain Mahan	Hongkong
Montevideo	U. S. monitor	4084	4	5244	Comdr. J. B. Mühlen	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander C. B. Harbo	Manila
Ohio	U. S. battleship	12,000	—	—	Captain Logan	Manila
Panama	U. S. gunboat	201	3	250	Lieut. J. E. Bass	Cavite
Panama	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	7500	Capt. Owens	Manila
Raleigh	U. S. cruiser	3213	19	7500	Capt. F. F. Fletcher	Manila
San Francisco	U. S. cruiser	4008	27	9213	Captain Verry	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1337	8	1894	Commander A. W. Dodd	Canton
Wilmington	U. S. flagship	12,000	60	12,609	Captain Drake	Manila

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THE ONLY GENUINE
'TANSAN'

WHICH BEARS THE NAME OF

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BEWARE OF SPURIOUS
IMITATIONS

which are unpalatable and dangerous

Per Case of 48 Pints \$5 50
 Per Dozen Pints \$1 70
 Per Case of 100 Bottles \$9 50
 For Glass Bottles

TANSAN
GINGER ALE

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE &
FATIGABLE

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Per Case of 48 Pints \$7 75
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EDGINGS,

INSERTIONS

and

BEADINGS.

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St., E.C. BATES, HENDY & CO., 81,
Cannon Street, E.C. WILLY, Ltd., 161
Cannon Street, E.C. ROBERT WATSON,
100, Fleet Street, C. MITCHELL &
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St., E.C. MARCH & GOSNOLD,
10, 11, 12 New Bridge St., E.C.
MILNER & CO., 22 Glasshouse St.,
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PARIS AND EUROPE:—MATHIEU,
FAVRE & CO., 18 Rue de la Grange
Bateliere, Paris. The Roy, Dr. HART,
8, C.L., 12 Rue Vivienne, Paris.

NEW YORK:—THE CHINESE EVANGELIST.
OFFICE, 52, West 22nd Street.

SAN FRANCISCO and American Ports
generally:—BEAN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GOSNOLD & GOSNOLD, Mel-
bourne and Sydney.

ORIENT:—W. M. SMITH & CO., The
Australasian Co., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY &
WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WAT-
SON & CO., Manila.

CHINA:—Amoy, H. CROOKER, Esq., c/o
N. MOORE & CO., Ltd. Foochow,
BROOKER & CO., Shanghai, LANE,
CRAWFORD & CO., and KELLY &
WALSH, Yokohama, LANE, CRAWFORD
& CO., and KELLY & WALSH.

S. MOUTRIE & Co.,

LIMITED.

HONGKONG,
SHANGHAI, TIENTSIN.THE
'HUMANOLA'PIANO
PLAYERWith Patent Attachment for
Transposing and especially
prepared for this climate.

PRICE

\$420

RENTALS DAILY.

SOLE AGENTS

S. MOUTRIE & Co., Ltd.

WORK BUILDINGS, CHATER ROAD,
Hongkong, August 4, 1906.A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S

Celebrated

E BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THE FAVOURITE

SCOTCH WHISKY

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

Per Case...\$15.00.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA
BUILDINGS.

Hongkong, September 4, 1906.

General Memoranda.

SATURDAY, September 1:—
4 p.m.—Fifth Meeting of Hongkong
Gymnastics Club at Happy Valley.
Goods per Arrived April undelivered
after 4 p.m. on this date will be landed.

SUNDAY, September 2:—
Goods per Manila not cleared at 4 p.m.
on this date subject to rent.

MONDAY, September 3:—
11 a.m.—Auction of 64 Decauville
Trucks, &c., at Hongkong & Kowloon
Wharf & Godown Co.'s Godowns,
Kowloon.

Goods per Salazie undelivered after this
date at Noon will be subject to rent
and landing charges.

Goods per Gazze undelivered after this
date subject to rent.

TUESDAY, September 4:—
Goods per Deranda not cleared at 4 p.m.
on this date subject to rent.

Goods per Buenos undelivered after this
date subject to rent.

WEDNESDAY, September 5:—
Goods per Bengale undelivered after this
date subject to rent.

FRIDAY, September 6:—
2.30 a.m.—Military Gun Practice.

TUESDAY, September 18:—
10 a.m.—Auction of Sundry Naval and
Victualling Stores, at H. M. Naval
Yard.

The China Mail.

HONGKONG, THURSDAY, SEPTEMBER 6, 1906.

DISPOSAL OF CITY REFUSE.

LAST we should begin to have too good
a conceit of our city it is well that we
should occasionally have to read such
reports as that presented on Tuesday
afternoon to the Sanitary Board on the
subject of the disposal of city refuse.
The report is the more valuable as it is
signed by two government officials. The
opening sentence reads:—"The pre-
sent scavenging contract is carried out
according to old custom and not accord-
ing to the contract, and the terms of
the contract will never be fulfilled until
the Board insists on the provision of
proper material and exercises adequate
supervision and is not content with the
contractor finding security but satisfies
itself that he is a competent and sub-
stantial man and capable of performing
his contract." This ungainly sentence
repays study. The only inference that
can be drawn is that, notwithstanding
the existence of a Sanitary Board whose
duty it is to look after such matters,
the contract has been carried out accord-
ing to obsolete methods. Who is to
blame? Also the terms of the
contract, which were presumably de-
cided upon after due deliberation,
are disregarded. Who is to blame?

"The terms of the contract will never be
fulfilled until the Board insists on the
provision of proper material, etc.,
which obviously means that hitherto
the Board has not insisted. Who is to
blame? A sub-committee of the Board
composed of two officials and one non-
official member has brought down a
report which commences by saying
in as plain words as the English lan-
guage can supply, that the Board
grossly neglected its duty, left
things unaltered which it was easy to
alter, and permitted the contractor to
disregard the terms of his contract
when he chose to do so. We are aware
that all objections are supposed to be
met by the declaration that it is an
understood thing that it is impossible
for the contractor to fulfil his contract.
But this is a serious matter, and an
explanation of this kind while highly
amusing if it came from the clown
replying to the ringmaster's conundrum
at a circus, is out of place when it is
put forward by a body of men who are
supposed to be devoting themselves
to the welfare of the community. Why
in the name of common sense fix terms
that it is impossible to fulfil? Surely,
considering the size of the city and its
wealth the Government could manage
to raise the sum necessary to erect a
destructor instead of allowing the
Sanitary Board to fritter away money
in perpetuating the filthy and inadequate
procedure which the are now endeavor-
ing to patch up? The cost of a
destructor will soon be consumed by
the tinkering at the old system which
is now engaging the energies of the
Board. The Colony should endeavour
to raise itself out of the rut of regular
routine in which it is moving. We
have been in existence long enough to

commence thinking about introducing
some of the appurtenances of
civilization.

Periodically attacks are made,
generally by sanitarians, upon the
practice ordained upon women by
Fashion of wearing long dresses in
the streets. It has been pointed out
over and over again that most towns
of any size can afford to sweep up
the decaying rubbish that finds its
way into the streets without the
voluntary aid of fashionable ladies.
But argument and persuasion alike
fail to convince the woman who
knows it is "the thing" to wear gar-
bage collectors that she is jeopardiz-
ing, not only her own health but also
that of those among whom she scatters
the disease germs she has accumulated
in her walks abroad. Our readers
may remember that some time ago we
drew admiring attention to the action
of the municipal authorities of Nord-
heim, in Germany, in issuing an edict
forbidding the wearing of trains in the
streets. It seems, unhappily, from
later advices, that the councillors are
likely to be defeated. The women of
the town have formed a league of re-
sistance and the members declare that
they will go to prison rather than
sacrifice their most becoming costume.
And yet some people oppose Woman-
hood Suffrage?

LOCAL AND COAST NEWS.

The French Mail of the 7th August
was delivered in London on the 5th Sept.

A couple was fined \$7, at the Magis-
tracy, this morning, for damaging a street
water tap.

The next gymnastics takes place on
Saturday. The programme came too late
for publication to-day.

The Colonial Secretary has received a
telegram from Nanchang as follows:—
"Hongkong has been withdrawn from list
of infected ports."

Quarantine and all other Sanitary
measures against arrivals from Hongkong
have been raised in the different ports
of Indo-China (Cochin-China, Annam,
Tonkin).

While the police were raiding a house
in Po Yan Street yesterday a Chinaman
bent on escaping jumped over the balcony
on the third floor. He fell in the roadway
on his head and died from the injuries.

The concert arranged by the Kow-
loon Cricket Club, which was postponed
last Saturday owing to the inclement
weather, will have to be further delayed
owing to the saturated condition of the
ground. Given fine weather it will be held
as soon as possible after the Volunteer
Corps concert on Saturday week.

Chinese constables frequently give
their evidence in a very unsatisfactory
manner, and it is often a mystery how the
Magistrates manage to combine their
statements into an intelligible narration.
A lukong this morning was particularly
stupid and Mr H. H. J. Gompertz, after
the case was over, severely reprimanded
him. "You have given your evidence in
an extremely unsatisfactory manner," said
His Worship, "and I don't know that
I should not fine you. By the way you
gave your evidence you nearly caused
the prisoner to be acquitted. You are
severely cautioned and I shall make a note
of my dissatisfaction on the depositions."

Another Typhoon.
The U. S. Consul General has received
a telegram from Manila as follows:—
"Typhoon off the Pacific Coast of Manila
approaching Luzon."

A Seizure of Tea.

A consignment of tea was seized a few
days ago by the police, and, this morning,
at the Magistracy, a Chinese dealer was
charged with infringement of trade mark,
under the Trade Marks Ordinance, in con-
nection with it. On the application of Mr
C. F. Dixon the case was remanded until
Thursday next. An argument arose over
the question of bail which Mr H. H. J.
Gompertz proposed to fix at \$500. Mr
Holbrow pressed for \$1000. One man
had, he declared, already absconded and
he wanted to be sure of defendant. Bail in
the sum of \$1000 was allowed.

INFANT MORTALITY.

THE attention of the Town Council at
Johannesburg, Transvaal, was last
year directed to the fact that out of eighty-
four infants, who died in December, forty-
four of them had died of dysentery. An
investigation with a view of tracing the
source of the disease was authorized.
Under the best of conditions at such
dysentery are very prevalent among
children in warm weather, but in a large
majority of cases the lives of the little ones
can be saved by the use of Chamberlain's
Colic, Cholera and Diarrhoea Remedy.
This remedy always brings prompt relief,
and has never been known to fail. For sale
by all chemists and storekeepers.

BY TELEGRAPH. BY TELEGRAPH.

A NEW BATTLESHIP.

THE "LORD NELSON"
LAUNCHED.

(Exclusive Service, supplied by Reuter,
via Bombay).

LONDON, September 5.

The battleship "Lord Nelson" has
been launched at Jarrow.

GERMANY AND
ENGLAND.

MINISTER FOR WAR
ENTERTAINED.

(Exclusive Service, supplied by Reuter,
via Bombay).

LONDON, September 5.

Mr Haldane, Minister for War, had
lunch with the Kaiser, and afterwards
had a lengthy interview with the
German Minister for Foreign Affairs.

THE FLEET.

CHANGE IN COMMANDS.

(Exclusive Service, supplied by Reuter,
via Bombay).

LONDON, September 5.

It is stated that Lord Charles
Berkeley will assume command of
the Channel Fleet in March next.

[REUTER'S SERVICE.]
GREAT BRITAIN AND GER-
MANY.

An Important Statement.

LONDON, September 4.
The Daily Mail publishes an interview
with Prince von Buelow in which the latter
repudiated the idea that Germany thinks
of competing with England for the
mastery of the seas, the rivalry was merely
a commercial one.
The Prince declared that the interests
of Germany in Persia and the Bagdad rail-
way were purely commercial and that the
King and the Kaiser, at their recent meet-
ings, did not discuss any acute political
questions, there being no such existing
between Great Britain and Germany.
The meeting marked an auspicious stage
on the road to eliminating a misunder-
standing.

RUSSIA.

A Military Plot.

LONDON, September 4.
A military terrorist organisation, aiming
at the extermination of all authorities, and
co-operation with the revolutionaries, has
been discovered in Odessa.
Fourteen officers have been arrested.

CAMBRIDGE AND HARVARD.

Coming Boat Race.

LONDON, September 4.
An immense interest is being taken in a
race between Cambridge and Harvard,
from Putney to Mortlake, to come off on
the 8th instant. Both crews have done
splendid times in the trials. The betting
is 11 to 10 on Cambridge.

The forthcoming eight-oar match be-
tween Cambridge and Harvard Universities
is already arousing widespread interest,
(says the Daily Mail Overseas, August 4),
and bids fair to be the biggest event
decided in the rowing world for many a
year. The race has been definitely fixed
for Saturday, September 8, over the
Putney to Mortlake course. On that day
the tide will serve for the race to be
started about 4.30 p.m.

The match is the outcome of a sporting
offer from Harvard to come over and row
Cambridge, and there was nothing in the
shape of a formal challenge. Mr R. C.
Lehmann, M.P., took a leading part in the
arrangements, and on receipt of the Har-
vard invitation he at once got in touch
with the Cambridge president, Mr H. M.
Goldsmith, and his crew. Fortunately it
turned out that with one exception all
the members of the victorious Light Blue
eight of this year would be available, and
a cable fixing up the match was at once
despatched.

The exact composition of the Cambridge
eight has not been settled, but in all prob-
ability the only change in the crew that
last April will be caused by the
absence of E. W. Powell from the
seventh thwart. B. C. Johnstone will
move up to "7," and in place of the latter
H. G. Baynes, the First Trinity heavy
weight, will be tried. D. C. R. Stuart
will stroke the crew from the bow side.
The crew will remain at Bourne End for
nearly three weeks, and then proceed to
the tide-way. The Harvard men are due
to land at Liverpool next Saturday, and
they will in all probability be out at Bourne
End on the following Tuesday. They will
row the crew that defeated Yale, and
average 124.7 ft. per min.

A Laffan telegram from New York states
the Harvard men intend if possible to get
Cambridge to agree to a regular interna-
tional championship race, the plan being that
the winner of the Oxford and Cambridge
race is to meet the winner of the Harvard
and Yale, in London and America every
alternate year.

CHAMBERLAIN'S PAIN BALM.

THIS Balm should occupy a promi-
nent place in every home. It has
equal for its prompt cures of cuts, burns,
bruises and sprains. For sale by all
chemists and storekeepers.

REICHSTAG MEMBERS.

(From Our Correspondent.)

SHANGHAI, September 6.

Several of the members of the Ger-
man Reichstag who are touring the
East have arrived here.

A SHANGHAI FATA-
LITY.

A FOREIGNER DROWNED.

(From Our Correspondent.)

SHANGHAI, September 6.

A foreigner named Child was
drowned in the Whangpoo River yes-
terday evening.

A TRAM BOYCOTT.

TROUBLE IN TOKYO.

(From Our Correspondent.)

SHANGHAI, September 6.

A meeting was held in Tokyo yes-
terday evening to discuss the action
of the electric tramway companies in
raising the fares.

A socialist element predominated at
the meeting and a proposal submitted
by them in favour of boycotting the
trams was adopted.

A rumour has gained currency that
an attempt is to be made on the 11th
inst. to burn the tramway property.

A PRISONER'S ESCAPE.

Exciting Chase and Capture.

There have been many escapes of
prisoners from the Magistracy and even
from the dock itself but it is doubtful if
there has ever been one causing so much
excitement as that which took place this
morning.

The prisoners' waiting room is the
escapees' paradise and apparently with no-
one more wide-awake than an Indian con-
stable to look after them they are able to
get away whenever it is worth their while
to do so.

It is not, however, always worth while
for when a man escapes he has to leave the
Colony and stay away from it to avoid
being re-arrested—this explains why some
Chinese practically voluntarily go to gaol.

In this morning's case, however, escape
was a thing to be desired by the Chinaman,
a convicted burglar, who had the prospect
in front of him of six hours' in the stocks
followed by three months' residence in the
Victoria Gaol.

Usually the prisoner sneaks off quietly
and, the fact is not discovered until
some time afterwards, but this time
it was different. The escapee had hardly
reached the steps at the back of the
Magistracy when his absence was noted
and Indian Constable No. 827, in whose
charge he had been, darted through the
door-way blowing his whistle vigorously.

There were a large number of police
about the courts and some hundreds of
Chinese, and at once everyone rushed in
the direction of the sound. Meanwhile
the whistle was being blown furiously,
each ball being flung further away in the
distance.

Police-men, warders, press-men and a
crowd of Chinese rushed down the road
towards Hollywood Road with the burglar
well in the lead.

Fox, the Court Usher, was one of the
first Europeans after the man and was
closely followed by Detective Sergeant
Grant, who rushed through the crowd of
Chinese who blocked his way out from the
detective office scattering them like flies.

The Indian constables were already
losing ground when Constable Fox hove in
sight and speedily demonstrated the fact
that he was no mean sprinter.

The Chinaman sped long Hollywood
Road and turned into Wellington Street
and by this time Fox had distanced the
field and closed up the gap between him
and the prisoner considerably.

From Wellington Street the chase led
along Cochrane Street and was watched by
some thousands of Chinese and many
wondering Europeans. The Chinaman
looked like escaping into the crowd which
rapidly opened out for him and closed in
again to impede Fox but the latter was not
to be stopped and scattering the bystand-
ers into the side channel made a supreme
effort and bagged his man near the Central
Markets.

The scene then was an exciting one but
other constables speedily arrived and Fox
took his prize back to the Magistracy in
triumph, where the Chinaman was decan-
celled with a board and sent away to reflect
over the morning's happenings while quiet-
ly seated in the stocks.

THE LEGISLATIVE COUNCIL.

His Excellency Matthew Nathan, Governor of the Colony, presided at a meeting of the Legislative Council which was held at 11 o'clock.

Present:—His Excellency Matthew Nathan, Governor of the Colony, presided at a meeting of the Legislative Council which was held at 11 o'clock.

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SPORTING.

Water Polo.

The most interesting game in the Water Polo Competition to date was played last evening when the 87th Company, Royal Garrison Artillery, defeated the Royal Hongkong Yacht Club by five goals to two. The score, however, is not a fair criterion of the difference between the teams, for the Yacht Club played very hard to avert defeat, and with a little luck the game may have had a different ending.

The teams were:—R.G.A.—Gunnery J. Carter (goal), D. Brotherton, F. Ward, F. Fleetwood, J. Donoghue, S. S. Vernon and Trumpeter J. L. Grant.

Yacht Club.—J. Hanson (goal), H. Schierberg, O. H. Mackay, F. R. J. Adams, F. A. Bidden, S. C. Wickers and F. Orlepp.

H. W. B. Kennett and H. Lester were unable to play for the Yacht Club owing to accidents which both had had, and their absence weakened the team a lot. The 87th Company were favoured with the wind and tide, and Brotherton got the ball from the throw-in, passing back to Grant, who in turn sent it to Ward, thence to Vickers, but the latter failed to take it properly and mixed play resulted for a brief spell. Then Vernon took a pass and sent it to goal, but Hanson saved and passed the ball to near where Bidden was playing, but before Bidden could take it Brotherton illegally ducked him. The game was a very fast one, and the brief respite given by the foul was welcome to many of the players.

The Yacht Club commenced to attack and three times in quick succession Carter was called upon to defend his goal, which he did. The third time he passed the ball out to Ward, who sent it to his opponent and sent to the centre-forward, Brotherton, who gave Ward an opening about ten yards from goal and Ward put in a fine shot, completely beating the goal-keeper. The success of the 87th Company was loudly applauded. The soldiers then took charge of the game and for a spell out-played their opponents, their attack being well sustained and fierce. It was surprising to see how well the soldiers kept up the pace set, while the defence of the Yacht Club (Bidden especially) was splendid. Two or three ineffectual attempts at goal were made but all were blocked; the third one being barely saved, the goalkeeper just touching it. As it went behind the goal line a corner was given to the soldiers, but Orlepp relieved the pressure. It was now the Yacht Club's turn to do a little attacking and Orlepp, getting clear of his opponent, swam almost the full length of the bath, finally throwing from the left wing. The shot was a really good one, as the ball struck the water just in front of the goalkeeper and, bounding to the side post, glanced into goal. The score was then one goal all. The ball was thrown in very badly this time, greatly in favour of the 87th Company, and Brotherton had no difficulty in getting it and passing to Ward, who swam just past half-way and took a long shot, which again beat Hanson, and gave the soldiers a lead of one goal. The next throw-in was better, but Brotherton again got the ball and passed to Ward, but the long shot failed and Mackay and Vickers, between them carried the ball to the other end. Carter saved the shot at goal and while holding the ball was splashed by Orlepp. A roar for a foul went up, but the referee (Mr F. Fleetwood) did not allow it, and rightly so, for the rules are quite distinct on this point. Splashing an opponent when he is holding the ball is permissible. Shortly afterwards Ward again got clear of his opponent and swam almost into goal, beating Hanson again. The score then read—87th Company, 3; Yacht Club 1.

In the second half the wind and tide favoured the Yacht Club and they got the ball first each time it was thrown in. The game was a trifle mixed for a while but Bidden, who was playing a fine game, got a chance right in front of goal, and Carter had no chance of saving. The success seemed to enliven the Yacht Club players and Mackay showed up well, passing when near goal, to Orlepp, but Fleetwood blocked the shot at goal and gave the Yacht Club a corner throw. Donoghue cleared from the corner and gave the ball to Fleetwood and a scramble in front of the Yacht Club's goal, resulted in Fleetwood scoring the fourth goal for the 87th Company. Shortly afterwards the soldiers were again attacking, and Fleetwood, whose opponent had tired considerably, again got away from him and scored the fifth and final goal. The match resulted as stated in a win for the 87th Company by five goals to two.

The result of this match adds additional interest to the meeting between the 87th Company, R. G. A. and the "A" team, V.R.C., though the latter should win.

Home Cricket.

The remarkable failure of the Surrey batsmen at Blackheath on August 1 has given renewed interest to the County championship competition. Surrey, by their defeat of Yorkshire on July 28, established a strong lead, with Yorkshire a good second, and Kent, Nottingham and Lancashire running neck and neck behind them. Since then Yorkshire and Lancashire have each won matches; Kent has beaten Surrey—thanks to the remarkable bowling of J. R. Mason and Blythe—and Nottingham have been idle. The four leading counties on August 4, therefore, were:

Surrey.....14.....2.....12.....75.00
Yorkshire.....13.....2.....6.....73.33
Kent.....9.....2.....4.....69.33
Lancashire.....13.....3.....4.....62.50

With things in this state (remarks a Home Journal) anything may happen before the season closes. Surrey have still to play (among other counties) Yorkshire and Middlesex away, and Nottingham, Lancashire and Middlesex at home and Lancashire away; and Kent have to meet Lancashire at home and Middlesex away. What will happen, now that Kent have their best team at their disposal, and Lancashire and Yorkshire have "found" bowlers of such promise as Sedgwick and Gregson, it is impossible to guess. (Kent has since won the Championship.)

LEES' FRIENDLY REVEAL.

During the three days' match for Lees' benefit at the Oval between Yorkshire and Surrey, 61,810 paid at the gates. With members and ticket-holders, therefore, the aggregate attendance must have approached 80,000. Lees will reap a magnificent reward for his services, and as he had a large share in the triumph of his side, he will always be able to look back upon the match with considerable satisfaction.

Lees' benefit is an easy record for a Southern cricketer. He will reap about £2,000 from the three days' "gates" and collections round the ground, to which have to be added the subscription lists, which are expected to tot up to about £1,000, and the £250 proceeds of the Jockeys v. Athletes match played for his benefit—the handsome sum of over £3,000 in all. This is far and away the best benefit any Southern cricketer has obtained, though he is over £500 short of George Hirst's £3,703 at Leeds in 1904. It puts into the shade, however, Richardson's £1,000 and Lockwood's £500.

THE "HAT TRICK."

The "hat trick" was performed on July 31 by Gregson for Lancashire against Leicestershire at Blackpool, and by Sedgwick, the new Yorkshire fast bowler, against Worcestershire at Hull.

There was a remarkable similarity in the bowling performances both, as follows:—

First innings.....9.....5.....8.....5
Second innings.....14.....1.....69.....4

First innings.....9.....3.....6.....8.....5
Second innings.....14.....1.....68.....4

"HARRACKING."

A most regrettable occurrence marred the play at Southampton, when the Hampshire and Northamptonshire match was in progress. Owing to the persistent ill-behaviour of the crowd in "harracking" Thompson, the Northants professional, the players left the field ten minutes before time. Mr A. J. Hill, the Hampshire captain, informed the crowd that the match would be instantly abandoned if the conduct should be repeated.

Not only did the crowd at Southampton misbehave itself, but Brand was "lured" at Bristol during the Somerset and Gloucestershire match.

PERSONAL.

George Gunn, the Nottingham cricketer, was suffering from an attack of hemorrhage of the lungs when the last mail left Hongkong, and will play no more cricket this season.

NOTWORTHY PERFORMANCES.

Irremonger (Notts).....110*
Bowler (Worcester).....93
E. Barnett (Gloucester).....90
Hayward (Surrey).....6, five 4's.....78

July 30.
Irremonger (Notts), two 5's, nineteen 4's.....171
A. C. Johnston (Hampshire), one 6, eleven 3's.....105*
Hirst (Yorkshire), eleven 4's.....87

July 31.
Hayward (Surrey), one 5, fourteen 4's.....124
Sharp (Lancashire), two 4's.....111
Arnold (Worcestershire), eight 4's.....103*
August 1.
Sharp (Lancashire).....104*
G. Challoner (W. Indians).....97
Hayward (Surrey).....74*
L. D. S. Polderva (Lancs.), 12 4's.....71

BOWLING.

July 28.
Jays (Leicester).....7.....57
Dwyer (Sussex).....7.....65
King (Leicester).....4.....23

July 30.
Harry (Lancashire).....7.....58
N. A. Knox (Surrey).....6.....105

July 31.
S. Smith (West Indians).....6.....58
Fidler (Kent).....6.....108
Gregson (Lancashire).....5.....8
August 1.
Turnbull Northumberland and Durham.....6.....116
G. G. Knapier (Middlesex).....7.....110
J. W. Douglas (Essex).....6.....40

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J. W. Douglas (Essex).....6.....40

In the local regatta at Gibraltar recently the marines of H.M.S. "Irresistible" beat the "Dagres" (H.M.S. "Cormoran") after a close race. This is the first time for years that H.M.S. "Cormoran" (the depot ship housing dockyard workers) has been beaten.

In a general signal the Commander-in-Chief on the Mediterranean Station has congratulated the destroyer "Dragon" on her brilliant performance in being far the best record of destroyers up to date. She scored forty hits out of sixty-five rounds with her six-pounder guns, and

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

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STEAMER	TO	FROM	DATE	DAY	TIME
COLOMBO	INDIA	COLOMBO	1890	1890	1890
MAITIA	INDIA	COLOMBO	1890	1890	1890
DEVANHA	INDIA	COLOMBO	1890	1890	1890
OCEANA	INDIA	COLOMBO	1890	1890	1890
DELHI	INDIA	COLOMBO	1890	1890	1890
SIMLA	INDIA	COLOMBO	1890	1890	1890
DELTA	INDIA	COLOMBO	1890	1890	1890

The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment.
Passengers change steamers at Colombo, and those for Peninsular transfer also to the Express Mail Steamer at Port Said.
In connection with the connecting steamer from Colombo to Marseilles, the following are the dates of sailing:

On the above Mail Steamer the following are the dates of sailing:

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STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

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AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1906.

SACHSEN ... WEDNESDAY, 12th Sept.

PRINZ HEINRICH ... WEDNESDAY, 26th Sept.

ONFRIEDRICH ... WEDNESDAY, 10th Oct.

PRINZ LUDWIG ... WEDNESDAY, 24th Oct.

PRINZESS ALICE ... WEDNESDAY, 7th Nov.

ROON ... WEDNESDAY, 21st Nov.

FUELOW ... WEDNESDAY, 5th Dec.

PRINZ REGENT LUTPOLD ... WEDNESDAY, 19th Dec.

1907.

PRINZ RITEL FRIEDRICH ... WEDNESDAY, 2nd Jan.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship

SACHSEN, Captain PETERSEN, with MALES, PASSENGERS, SPECIE

AND CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 10th September. Cargo

and Specie will be received on Board until 5 p.m. on Tuesday, the 11th September.

and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 11th

September.

Contents of Packages are required. No Parcel Receipts will be signed for less than

25 lb., and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and service in all its details.

Times can be made on board.

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To Naples, Genoa and Gibraltar ... 1st Class 100.0.0. 2nd Class 60.0.0. 3rd Class 30.0.0.

To Southampton, London, Bremen and Hamburg ... 1st Class 120.0.0. 2nd Class 70.0.0. 3rd Class 35.0.0.

To New York, via Suez ... 1st Class 150.0.0. 2nd Class 90.0.0. 3rd Class 45.0.0.

Via Naples, Genoa or Gibraltar ... 1st Class 110.0.0. 2nd Class 65.0.0. 3rd Class 32.0.0.

Via Bremen or Southampton ... 1st Class 130.0.0. 2nd Class 75.0.0. 3rd Class 37.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or

Gibraltar, travelling by Bremen or Southampton steamer, the same rates to be

applied as via Naples, Genoa or Gibraltar, but in this case the cost of the

railway trip, etc., to be at passenger's expense.

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Passengers have the option of using a Steamer of the British India S. N. Co.,

from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore

to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is

however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L.

Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using

an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOEKE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS.

SAILING DATES.

1906.

PRINZ WALDEMAR ... 3227 tons ... TUESDAY, 18th Sept.

PRINZ SIGISMUND ... 3302 tons ... TUESDAY, 16th Oct.

WILHELM ... 4763 tons ... TUESDAY, 13th Nov.

ON TUESDAY, the 18th day of September, at Noon, the Steamship PRINZ

WALDEMAR, Captain WALDEMAR, with Males, Passengers, and Cargo, will leave

this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

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HONGKONG:

To Manila ... 1st Class 100.0.0. 2nd Class 60.0.0. 3rd Class 30.0.0.

To New Guinea ... 1st Class 120.0.0. 2nd Class 70.0.0. 3rd Class 35.0.0.

To Sydney ... 1st Class 140.0.0. 2nd Class 80.0.0. 3rd Class 40.0.0.

To Melbourne ... 1st Class 160.0.0. 2nd Class 90.0.0. 3rd Class 45.0.0.

To Yokohama ... 1st Class 180.0.0. 2nd Class 100.0.0. 3rd Class 50.0.0.

To Kobe ... 1st Class 200.0.0. 2nd Class 110.0.0. 3rd Class 55.0.0.

To Yokohama & back from Kobe to Hongkong ... 1st Class 140.0.0. 2nd Class 80.0.0. 3rd Class 40.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial Mail Steamer ... 1st Class 200.0.0.

To Europe via Australia and America ... 1st Class 220.0.0.

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Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For

STEAMERS

ABOUT

1906.

SHANGHAI, NAGASAKI, OXEBENAU * ... WEDNESDAY, Sept. 12.

Do ... PRINZ SIGISMUND ... WEDNESDAY, Sept. 26.

YOKOHAMA & KOBE ... PRINZ LUDWIG ... WEDNESDAY, Sept. 26.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers;

P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK to

EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are

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1st Class ... 2nd Class ... 3rd Class ...

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to Bremen ... 1st Class 180.0.0. 2nd Class 100.0.0. 3rd Class 50.0.0.

to Paris via Cherbourg ... 1st Class 220.0.0. 2nd Class 130.0.0. 3rd Class 65.0.0.

to Naples, Genoa, via Gibraltar ... 1st Class 240.0.0. 2nd Class 140.0.0. 3rd Class 70.0.0.

Norddeutscher Lloyd.

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WEEKLY NEWS FOR HOME.

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CABLE ADDRESS "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

139

ZETLAND HOUSE

10, QUEEN'S ROAD CENTRAL.

NICE HOUSE, Elegantly Furnished Rooms, Excellent Board and Residence.

Very moderate prices. Entirely redecorated and renovated. New management under Mrs. WHITE, Proprietress.

Hongkong, August 18, 1906.

1616

THE FORESTS OF SAGHALIEN.

Enormous Waste.

According to Dr. Kishikami, an expert of the Japanese Civil Administration Bureau

in Kabafuto, there are forests of enormous extent consisting of various kinds of pine-

trees in the island, giving it the appearance as if the whole island were one great forest.

These trees are so tall and large that boards of 5 shaku by 3 shaku can be taken out of

them. Lumbering, however, is not looked upon as a very inviting business, since

there are not yet sufficient means of transportation. "A striking but characteristic

feature in Kabafuto," says Dr. Kishikami, "are the great fires frequently occurring in

these gigantic forests, and none but eye-witnesses of the scene can realize the extent of

damage done. The fire sometimes lasts from one to three years. In winter the flames

still creep on their way under the heavily piled-up snow and at the return of

spring they start with tremendous fury licking down whatever trees may come in

their way." In spite of the existence of such forests, however, it is curious to learn that

boards and timber are imported for the construction of houses in Kabafuto, the wood

being taken over to the island from Hakodate and Sapporo.

A TRAVELLING salesman in the employ of a large bicycle manufacturer in Philadelphia was obliged to go on a business trip into the West about the time an interesting domestic event was expected. The salesman

described his sister to wire him results, according to a formula something like this:—

"If a boy, 'Mark' safely arrived; 'If a girl, 'Lily' safely arrived." To the astonishment and chagrin of the father-elect he had been gone but a few days when he

received a telegram containing but one word:—"Tandem."

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905, £17,837,119.

I—Authorized Capital £3,000,000

Subscribed Capital £2,700,000

Paid-up Capital ... 3,366,720 19 8

II—Life & Annuity Funds £13,782,898 8 5

Revenue Fire Branch ... £17,837,119 8 1

Net Surplus, Gold ... £2,718,144 50

Income, Gold ... £4,176,784 92

FIRE BRANCH.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

1637

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1905.

ASSETS, GOLD ... \$7,232,552.19

NET SURPLUS, GOLD ... \$2,718,144.50

INCOME, GOLD ... \$4,176,784.92

FIRE BRANCH.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

VARIOUS PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO DOSTON AND NEW YORK.

STEAMERS	Days	Connecting Steamers	Due at	Due at
to		from	Marseilles	London
Colombo		Marseilles & London	(Sundays)	(1 day later)
MALTA	Sept 8	MAISONIA	Sunday	Saturday
DEVANHA	Sept 22	CHINA	Oct. 7	Oct. 14
OCEANA	Oct. 6	INDIA	Oct. 21	Oct. 28
DELHI	Oct. 20	MONGOLIA	Nov. 4	Nov. 11
SIEMIA	Nov. 3	BRITANNIA	Nov. 17	Nov. 24
DELTA	Nov. 17	MOULTAN	Dec. 1	Dec. 8
MALTA	Dec. 1	HIMALAYA	Dec. 15	Dec. 22
DEVANHA	Dec. 15	MOLDAVIA	Dec. 29	Jan. 5
DELHI	Dec. 29	VICTORIA	Jan. 12	Jan. 19
BRADIA	Jan. 12	ORINA	Jan. 26	Feb. 2

* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment.
* Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
* In connection with the connecting steamer from Colombo to London, the following is the time of sailing at time of booking.
* On to the above Mail Steamers the following:
* IMMEDIATE (Non-Transshipment) STEAMERS

LONDON,

STEAMERS	Days	Connecting Steamers	Due at	Due at
to		from	London	London
JAVA	Sept 12	MAISONIA	Sept 12	Sept 29
MANILA	Sept 26	CHINA	Sept 26	Oct 10
NILE	Oct 10	INDIA	Oct 10	Oct 24
CEYLON	Oct 24	MONGOLIA	Oct 24	Nov 7
SUMATRA	Nov 7	BRITANNIA	Nov 7	Nov 21
NAMUR	Nov 21	MOULTAN	Nov 21	Dec 5
NUBIA	Dec 5	HIMALAYA	Dec 5	Dec 19
NORINA	Dec 19	MOLDAVIA	Dec 19	Jan 2

These Steamers call also at Singapore, Colombo, and at Malta or Malindi.
* Carry only First Saloon Passengers.
* For Freight and Passage, apply to the Agents.

F. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE

HOMELINE.

STEAMERS	Destination	To Sail
SEGOVIA	YOKOHAMA & KOBE	13th Sept.
BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE	29th Sept.
SEITONIA	SHANGHAI, YOKOHAMA & KOBE	14th Oct.
C. FERD. LARSEN	SHANGHAI, YOKOHAMA & KOBE	28th Oct.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, OXFORD, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS IN THE MEDITERRANEAN, BRISTOL, LONDON, and to the NORTH and SOUTH AMERICAN PORTS.)
also via ALEX. OF PORT SAID by the "ARABIAN PERSIAN SERVICE" to ADEN and PERMAN GULF PORTS.

STEAMERS	Destination	To Sail
HELVETIA	HAVRE and HAMBURG	10th Sept.
SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th Sept.
LIBERIA	HAVRE and HAMBURG	22nd Sept.
SENEGAMBIA	HAVRE and HAMBURG	2nd Oct.
SEGOVIA	HAVRE, BREMEN and HAMBURG	18th Oct.
HABSBURG	NAPLES, HAVRE and HAMBURG	30th Oct.
BRISGAVIA	HAVRE and HAMBURG	12th Nov.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin staterooms. Lighted throughout by electricity, duly qualified Doctor and Stewards on board. Laundry on board.

COAST SERVICE.

* KOWLOON.....SHANGHAI and CHINKIANG. To follow.

* Taking Cargo at through Rates to TIENTSIN and CHENGKOW.

For Freight and Passage, apply to
marked * to
HAMBURG AMERIKA-LINIE
SIEMSEN & CO. HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS	Days	Connecting Steamers	Due at	Due at
to		from	Hongkong	London
SOSHU MARU	Sept 8	MAISONIA	Sunday	Saturday
JOSHIN MARU	Sept 22	CHINA	Oct. 7	Oct. 14
AKASHI MARU	Oct. 6	INDIA	Oct. 21	Oct. 28
SHANGHAI	Oct. 20	MONGOLIA	Nov. 4	Nov. 11
TAMSU	Nov. 3	BRITANNIA	Nov. 17	Nov. 24
ANPING	Nov. 17	MOULTAN	Dec. 1	Dec. 8
SHANGHAI	Dec. 1	HIMALAYA	Dec. 15	Dec. 22
AMOI	Dec. 15	MOLDAVIA	Dec. 29	Jan. 5
SHANGHAI	Dec. 29	VICTORIA	Jan. 12	Jan. 19
AMOI	Jan. 12	ORINA	Jan. 26	Feb. 2

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply to the Co.'s local Branch Office, at 28000 Fook, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	Days	Connecting Steamers	Due at	Due at
to		from	Hongkong	London
SACHSEN	Sept 8	MAISONIA	Sunday	Saturday
PRINZ HEINRICH	Sept 22	CHINA	Oct. 7	Oct. 14
GNUSSEN	Oct. 6	INDIA	Oct. 21	Oct. 28
PRINZ LUDWIG	Oct. 20	MONGOLIA	Nov. 4	Nov. 11
PRINZESS ALICE	Nov. 3	BRITANNIA	Nov. 17	Nov. 24
ROON	Nov. 17	MOULTAN	Dec. 1	Dec. 8
BUELOW	Dec. 1	HIMALAYA	Dec. 15	Dec. 22
PRINZ REGENT LUITPOLD	Dec. 15	MOLDAVIA	Dec. 29	Jan. 5
PRINZ EITEL FRIEDRICH	Dec. 29	VICTORIA	Jan. 12	Jan. 19
PRINZ EITEL FRIEDRICH	Jan. 12	ORINA	Jan. 26	Feb. 2

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain PRINZESS, with MALES, PASSENGERS, SPECIES and CARGO, will leave this Port as above, calling at Naples and Genoa.
Shipping Orders will be granted till Noon, on Monday, the 10th September. Cargo and Species will be received on Board until 5 p.m. on Tuesday, the 11th September, and Parcels will be received, the Agency's Office until Noon, on Tuesday, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linn can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	£81.0.0	£42.0.0	£22.0.0
Return	81.0.0	42.0.0	22.0.0
To Southampton, London, Bremen and Hamburg	85.0.0	44.0.0	24.0.0
Return	85.0.0	44.0.0	24.0.0
To New York, via Suez	84.0.0	44.0.0	23.0.0
Return	84.0.0	44.0.0	23.0.0
To Naples, Genoa or Gibraltar	84.0.0	44.0.0	23.0.0
Return	84.0.0	44.0.0	23.0.0
To Bremen or Southampton	83.0.0	43.0.0	22.0.0
Return	83.0.0	43.0.0	22.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	Days	Connecting Steamers	Due at	Due at
to		from	Hongkong	London
PRINZ WALDEMAR	Sept 8	MAISONIA	Sunday	Saturday
PRINZ SIGISMUND	Sept 22	CHINA	Oct. 7	Oct. 14
WILLEHARD	Oct. 6	INDIA	Oct. 21	Oct. 28

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WATKINS, with MALES, PASSENGERS, and CARGO, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linn can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Manila	£50.0.0	£20.0.0	£10.0.0
To New Guinea	£28.0.0	£18.0.0	£10.0.0
To Brisbane	£20.0.0	£14.0.0	£8.0.0
To Sydney	£28.0.0	£18.0.0	£10.0.0
To Melbourne	£24.0.0	£16.0.0	£9.0.0
To Yokohama	£24.0.0	£16.0.0	£9.0.0
To Kobe	£24.0.0	£16.0.0	£9.0.0
To Yokohama & back from Kobe to Hongkong	£10.0.0	£10.0.0	£10.0.0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class To Europe via Australia and Colombo by Imperial Mail Steamer ... £27.0.0

To Europe via Australia and America (from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

STEAMERS	Days	Connecting Steamers	Due at	Due at
to		from	Hongkong	London
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Sept. 12	MAISONIA	Sunday	Saturday
Do	Sept. 26	CHINA	Oct. 7	Oct. 14
YOKOHAMA & KOBE	Sept. 26	INDIA	Oct. 21	Oct. 28

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. E. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:—

1st Class	2nd Class	3rd Class
to London via Plymouth or Southampton	£82.0.0	£42.0.0
to Bremen	82.0.0	42.0.0
to Paris via Cherbourg	85.0.0	45.0.0
to Naples, Genoa, via Gibraltar	85.0.0	45.0.0

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and Foreign Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

* 17 per Annum (including Postage). * CHINA MAIL OFFICE, 2, WYNDHAM STREET, HONGKONG.

* CHINA MAIL OFFICE, 2, WYNDHAM STREET, HONGKONG.

THE FORESTS OF SAGHALIEN.

Enormous Waste.

According to Dr. Kishikami, an expert of the Japanese Civil Administration Bureau in Khabarovsk, there are forests of enormous extent consisting of various kinds of pine-trees in the island, giving it the appearance as if the whole island were one great forest. These trees are to fall and large that boards of 5 shaku by 3 can easily be taken out of them. Lumbering, however, is not looked upon as a very inviting business, since there are not yet sufficient means of transportation. "A strikingly characteristic feature in Khabarovsk," says Dr. Kishikami, "are the great fires frequently occurring in these gigantic forests, and none but eye-witnesses of the scene can realize the extent of damage done. The fire sometimes lasts from one to three years. In winter the flames still creep on their way under the heavily piled-up snow and at the return of spring they start with tremendous fury licking down whatever trees may come in their way." In spite of the existence of such forests, however, it is curious to learn that boards and timber are imported for the construction of houses in Khabarovsk, the wood being taken over to the island from Hakodate and Sapporo.

A TRAVELLING salesman in the employ of a large bicycle manufacturer in Philadelphia was obliged to go on a business trip into the West about the time an interesting domestic event was expected. The salesman desired his sister to wire him results, according to a formula something like this:—"If a boy," "Man's safety arrived," "If a girl," "Lady's safety arrived." To the astonishment and delight of the father-elect, he had been going but a few days when he received a telegram containing but one word:—"Tandem."

Insurance.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905, £17,837,119.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,685,000

I—Fire Funds £3,282,720 19 8

II—Life & Annuity Funds £1,713,808 19 8

Revenue Fire Branch—£17,837,119 8 1

" Life & Annuity 1,713,808 19 8

Branches—£1,713,808 19 8

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

1637

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1905.

NET ASSETS, GOLD, \$7,322,552.19

NET SURPLUS, GOLD, \$2,718,144.50

INCOME, GOLD, \$4,178,784.02

FIRE BRANCH.

THE Underwriters, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.,

Hongkong, April 3, 1906. 562

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong

For terms, etc., apply to the MANAGER.

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VICTORIA HOTEL.

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

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THE BEST BILLIARD TABLES

IN THE COLONY ARE AT THE KOWLOON HOTEL.

CABLE ADDRESS: "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

138

ZETLAND HOUSE

10, QUEEN'S ROAD CENTRAL. NEARLY OPPOSITE HONGKONG HOTEL.

NICE House, Elegantly Furnished. Rooms, Bath and Billiard. Very moderate prices. Entirely redecorated and renovated. New management under Mrs. WHITE, Proprietress.

Hongkong, August 18, 1906. 1616

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—£10,000,000

RESERVE FUND—£10,000,000

SILVER RESERVE—£10,000,000

PROFITABLES—£10,000,000

COURT OF DIRECTORS:—

A. HAYTT, Esq., Chairman.

G. H. MEDLEY, Esq., Deputy Chairman.

E. G. GOSWAMI, Esq., J. J. Raymond, Esq.

Hon. Mr. W. J. Goss, Esq., R. Shaw, Esq.

son, N. A. Siebe, Esq.

O. R. Lenzmann, Esq., H. A. W. Slade, Esq.

D. M. Nisim, Esq., H. E. Tomkins, Esq.

ACTING CHIEF MANAGER:—

Hongkong—H. E. R. HUNTER.

SHANGHAI—W. ADAMS (URAM).

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " " "

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
		from Colombo to	Marseilles & London	Plymouth
			(Brindisi)	(1 day later)
MALTA	7084	Sept 8	Sunday	Saturday
DEVANHA	8000	Sept 22	Oct. 7	Oct. 14
DELI	8000	Oct 6	Oct. 21	Oct. 28
DELHI	8000	Oct 20	Oct. 25	Nov. 1
SIMLA	8000	Nov 3	Nov. 8	Nov. 15
DELTA	8000	Nov 17	Nov. 22	Nov. 29
MALTA	8000	Dec 1	Dec. 6	Dec. 13
DEVANHA	8000	Dec 15	Dec. 20	Dec. 27
DELHI	8000	Dec 29	Jan. 3	Jan. 10
SCADIA	8000	Jan 12	Jan. 17	Jan. 24

The "Gessina" proceeds through, and takes passengers for Marseilles and London, and then for Bremen and Hamburg, and then for London and New York.

Passengers change steamers at Colombo, and those for Bremen transfer also to the Express Mail Steamer at Port Said.

Arrival in the connecting steamer from Colombo is arranged in H. K. at time of booking.

On to the above Mail Steamers at the following:

IMMEDIATE (Now Transient) STEAMERS

LONDON,

Steamers	Leave	Due at
		LONDON
JAVA	4500	Sept 12
MANILA	4500	Sept 12
NILO	4500	Sept 12
CEYLON	4500	Sept 12
SUMATRA	4500	Sept 12
NAMUR	4500	Sept 12
NUBIA	4500	Sept 12
WILHELM	4500	Sept 12

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Maltese Islands.

* Carry only First Saloon Passengers.

* Second and Third Saloon Passengers.

* Passengers apply to F. A. HEWITT, Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
SEGOVIA	YOKOHAMA & KOBE.	13th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE.	28th Sept.
* HAMBURG	SHANGHAI, YOKOHAMA & KOBE.	28th Sept.
SITHONIA	SHANGHAI, YOKOHAMA & KOBE.	14th Oct.
C. FERD. LAEISE	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.

HOMeward.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LONDON, OXFORD, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the LANTANE, BLACK SEA and BALTI PORTS: NORTH and SOUTH AMERICAN PORTS), also via ADEEN of PORT Said by the "ARABIAN PERSIAN SERVICE" to ARABIAN and PERSIAN GULF PORTS.

Steamers	Destination	To Sail
HELVETIA	HAVRE and HAMBURG.	10th Sept.
Cap. Neumann.	via Singapore, Penang & Colombo.	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	20th Sept.
Cap. Dühren.	via Singapore, Penang & Colombo.	
LIBERIA	HAVRE & HAMBURG.	22nd Sept.
Cap. Ruz.	via Singapore, Penang & Colombo.	
SENGAMBIA	HAVRE & HAMBURG.	2nd Oct.
Cap. Peter.	via Singapore, Penang & Colombo.	
SEGOVIA	HAYRE, BREMEN and HAMBURG.	16th Oct.
Cap. Schoenfeldt.	via Singapore, Penang & Colombo.	
* HAMBURG	NAPLES, HAVRE and HAMBURG.	30th Oct.
Cap. Filler.	via Singapore, Penang & Colombo.	
BRISGAVIA	HAVRE & HAMBURG.	13th Nov.
Cap. —	via Singapore, Penang & Colombo.	

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity, fully qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.

KOWLOON.....SHANGHAI and CHINKIANG. To follow.

Taking Cargo at through Rates to Tientsin and Chemulpo.

For Freight and Passage, apply to

For Steamers of the Coast Service marked * to

HAMBURG AMERIKA-LINIE

SIEMSEN & CO. HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

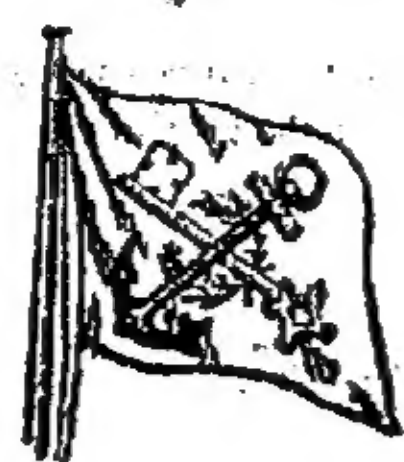
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co.'s S.S.	For	LEAVING
* SOSHU MARU, Capt. M. Nishimura	SHANGHAI, Via SWATOW, AMOY and FOCHOW.	FRIDAY, Sept. 7, at Noon.
JOSHIN MARU, Capt. A. Orita	TAMSEL, Via SWATOW and AMOY.	SUNDAY, Sept. 9, at 10 a.m.
* AKASHI MARU, Capt. J. A. Mizutani	ANPING, Via SWATOW, AND AMOY.	TUESDAY, Sept. 11, at Noon.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest, Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.



Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMER.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GRINSENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.
PRINZ KETEL FRIEDRICH	WEDNESDAY, 2nd Jan.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain PRINZESS, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 10th September. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 11th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs., and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and service. Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	£81.0.0	£42.0.0	£22.0.0
Return	91.0.0	63.0.0	33.0.0
To Southampton, London, Bremen and Hamburg	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	38.0.0
To New York, via Suez.	64.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
Via Naples, Genoa or Gibraltar	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0
Via Bremen or Southampton	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, in Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEKE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

STEAMERS	SAILING DATES.
PRINZ WALDEMAR	3227 tons.....TUESDAY, 18th Sept., 1906.
PRINZ SIGISMUND	3302 tons.....TUESDAY, 16th Oct., "
WILHELM	4768 tons.....TUESDAY, 18th Nov., "

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR Captain WATKINS, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To MANILA.....	\$80.—	\$30.—	return \$80.— \$50.—
To NEW GUINEA.....	\$28.—	\$18.10	return \$28.— \$27.15
To BRISBANE.....	\$20.—	\$20.—	return \$24.— \$26.—
To SYDNEY.....	\$23.—	\$23.—	return \$26.10 \$24.10
To MELBOURNE.....	\$24.10	\$24.10	return \$28.5 \$24.5
To YOKOHAMA.....	\$60.00	\$60.00	return \$170.00 \$120.
To KOBE.....	\$65.00	\$70.00	return \$170.00 \$120.
To YOKOHAMA & back from KOBE in HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial Mail Steamer..... £97.0.0.

To Europe via Australia and America..... £97.0.0.

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

For	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	GRINSENAU	WEDNESDAY, Sept. 12.
YOKOHAMA & KOBE.....	PRINZ LUDWIG	WEDNESDAY, Sept. 26.
* Reaching Yokohama in less than 6 Days.		

TRANSFACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. E. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

To	1st Class
London via Plymouth or Southampton	£62.0.0
to Bremen	£63.10.0
to Paris via Ocherbourg	£65.0.0
to Naples, Genoa, via Gibraltar	£65.0.0

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

* 12 Year Annular (including Postage).

* China Mail Office, 5, WYNDHAM STREET, HONGKONG.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "China Mail."

Price.....Fifty Cents.

To be had at the "China Mail Office"

5 Wyndham Street, Hongkong.

THE FORESTS OF SAGHALIEN.

Enormous Waste.

According to Dr. Kishikami, an expert of the Japanese Civil Administration Bureau in Khabulato, there are forests of enormous extent consisting of various kinds of pine-trees in the island, giving it the appearance as if the whole island were one great forest. These trees are so tall and large that boards of 5 shaku by 3 can easily be taken out of them. Lumbering, however, is not looked upon as a very inviting business, since there are not yet sufficient means of transportation. "A striking but characteristic feature in Khabulato," says Dr. Kishikami, "are the great fires frequently occurring in these gigantic forests, and none but eye-witnesses of the scene can realize the extent of damage done. The fire sometimes lasts from one to three years. In winter the flames still creep on their way under the heavily piled-up snow and at the return of spring they start with tremendous fury linking down whatever trees may come in their way." In spite of the existence of such forests, however, it is curious to learn that boards and timber are imported for the construction of houses in Khabulato, the wood being taken over to the island from Hakodate and Sapporo.

A TRAVELLING salesman in the employ of a large bicycle manufacturer in Philadelphia was obliged to go on a business trip into the West about the time an interesting domestic event was expected. The salesman desired his sister to wire him results, according to a formula something like this:—
"If a boy, Man's safety arrived." If a girl, "Lady's safety arrived." To the astonishment and chagrin of the father-elect he had been gone but a few days when he received a telegram containing but one word:—"Tandem."

INSURANCES.

NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905, £17,837,119.

I—Authorized Capital £3,000,000

Subscribed Capital £2,760,000

Paid-up Capital £2,685,000 0 0

II—Fire Funds £3,368,720 19 8

III—Life & Annuity Funds £13,762,598 8 6

Revenue Fire Branch..... £17,837,119 8 1

Life & Annuity..... £2,061,044 19 8

Branches..... £1,713,808 19 10

£3,774,553 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1905.

Assets, Gold.....\$7,232,552.19

Net Surplus, Gold.....\$2,718,146.60

Income, Gold.....\$4,179,784.92

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, April 3, 1906. 662

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables. TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong. For terms, &c., apply to the MANAGER.

VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

In the Centre of Prga Grand.

BOTH Hotels under Experienced European Management. Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor. 482

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL, CABLE ADDRESS "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden. MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager. 138

ZETLAND HOUSE

10, QUEEN'S ROAD CENTRAL.

Nearly Opposite Hongkong Hotel.

Rooms, Excellent Board and Residence.

Very moderate prices. Entirely redecorated and renovated. New management under Mrs. WHITE, Proprietress.

Hongkong, August 18, 1906. 1616

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

Sterling Reserve, \$10,000,000

Silver Reserve .. 10,250,000

RESERVE LIABILITY OF PROPHETORS.....\$21,250,000

RESERVE LIABILITY OF PROPHETORS.....\$10,000,000

COURT OF DIRECTORS:

A. HAYTT, Esq., Chairman.

G. H. MEDHURST, Esq., Deputy Chairman.

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H. A. J. Raymond, Esq., Hon. Mr. W. J. Gress.

C. R. LINDHURST, Esq., Hon. Mr. W. J. Gress.

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ACTING MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

(By Fixed Deposits:—

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " "

" 12 " 4 " "

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, August 20, 1906. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

any transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, H. E. R. HUNTER, Acting Chief Manager.

Hongkong, May 30, 1906. 1617

THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000

SUBSCRIBED CAPITAL.....£1,000,000

PAID UP.....£683,500

RESERVE FUND.....£316,500

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.

On Fixed Deposits:—

For 12 Months.....4 1/2 %

" 6 ".....3 1/2 %

" 3 ".....2 1/2 %

E. ORMISTON, Manager.

Hongkong, April 21, 1906. 42

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000.

CAPITAL PAID-UP.....YEN 2,600,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Anping, Fuzhou, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Yokohama.

HONGKONG OFFICE:

3, DES VUE ROAD.

Interest allowed on Current Account. Deposits received

